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# INFORMATION REPORT

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SUBJECT Krasnoye Selo Airfield

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1. The airfield is located west of the village of Gorelovo (59°46'N/30°17'E) and NE of the Krasnoye Selo (59°43'N/30°09'E) radio station. An underground hangar is located on the western half of the field. A concrete E-W runway 60 to 80 meters wide and 2,000 meters long originates at this hangar. The runway is subdivided by a white center strip into two lanes. The northern land being used only for landing, the other one for take-offs. The subgrade of the runway consisted of a 15 cm layer of crushed stone, while the concrete surface was 20 cm thick. Holes were dug along the runway by Pils, presumably for the construction of lighting facilities. Both fighters and four-engine commercial planes landed on the runway. Taxiways, aircraft revetment boxes, or provisions for camouflage were not noticed.
2. The runway ended in an underground hangar, the roof of which was level with the ground. The hangar was well camouflaged with shrubs and trees. The entrances to the hangar were 30 to 40 meters wide and about 10 meters high. Doors were not seen. Fighters were occasionally seen entering or leaving this hangar.
3. The airfield installations were new and some of them were still under construction. The following building sites were remembered:

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4. A little park with a five-story building measuring about 30 x 60 meters was located about 900 meters north of the runway and 1,000 meters south of Volodarka. Most of this building were three or four temporary quartering buildings occupied by "cadets" who went to school daily in Leningrad, as was learned from talks with the civilian population. These cadets wore green epaulets with gold braids. The large building was occupied by air force soldiers. On the daily truck ride through the village of Volodarka it was noticed that this place was almost exclusively occupied by Soviet Air Force soldiers. In the north-western corner of the field near a pond were three wooden huts and a tent cantonment occupied by soldiers of a construction unit employed at the field. All the soldiers were very young.
5. From 15 to 20 fighters were parked in the southeastern section of the field (in-line engine, low-wing monoplane, landing gear retracting inward, tail wheel). About five four-engine commercial planes were also seen there, (low-wing monoplanes, single-rudder assembly, no nose wheel, fitted with cabin windows). Flying was irregular. Jet fighters were not seen.
6. The airfield is located north of Krasnoye Selo, west of the Gorelovo railroad station. Four five-story barracks, each about 70 meters long, were located in the northeastern corner of the field, on the border of a large area covered with brushwood. There was a hangar between two barracks. All the buildings, which were partly destroyed during the war, have been repaired in a makeshift manner.
7. About 90 planes were parked on the southeastern edge of the field. Jet fighters were not seen.
8. There was intensive daytime flying with formations of twin-engine aircraft escorted by fighters. The first jet fighter was seen over the field in June 1949.
9. There is an airfield between Leningrad and Krasnoye Selo in the vicinity of Gorelovo. Flying was very heavy in this area. A large number of jet planes, biplanes and twin-engine aircraft were seen, the latter often in formations of 20 to 25 planes.

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- 2 Annexes: 1. Location sketch of the Krasnoye Selo Airfield.  
2. Entrance to Underground Hangar at Krasnoye Selo Airfield.

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